



NEWSLETTER

SPECIALIZED AERO WORKS, LLC



NEW INSTRUCTOR

SAW welcomes Dan O'Brien as a tailwheel instructor. Dan was an Navy A-6 Intruder B-N, served as the CTO for a large tech firm in Seattle, and was a former all-American triathlete. Dan is looking forward to expanding his teaching abilities at SAW, to include aerobatics and UPRT, and we are happy to have him on board.



SAW SEMINAR

TRANSITIONING TO HIGH PERFORMANCE AIRPLANES

Discussion includes:

1. The importance and process of transition training for pilots who are moving up to higher performance airplanes.
2. Practical strategies and tips for pilots undergoing transition training.

Dr McMurray will reference his experience upgrading to the GB1 GameBird. He will bring his GB1 and it will be on display

Come see this amazingly high performance unlimited aerobatic airplane and learn about the importance of proper transition training.

Saturday
9 December 2023

Time
10:00am

WEATHER PERMITTING

Location:
Specialized Aero Works (KBDN)

Please sign up on the FAA Wings page or email:
Mike@Fly-SAW.com

For More information
Fly-SAW.com

WITH
Dr. Joe McMurray





SAW will hold a seminar at the red hangar on **Saturday, December 9th**, at 10am with Dr Joe McMurray. His topic is 'Transitioning To High Performance Airplanes'. Check SAW webpage for more details. We hope to see you there.

TAILWHEEL TRAINING?



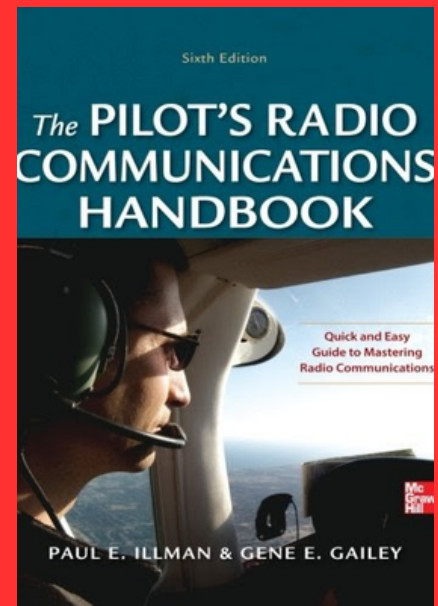
Fall and Winter are great times to train in central Oregon. Cold temps means extra performance! Also, Central Oregon probably has the best flying weather in the PNW, allowing year-round flying weather. SAW now has more training capability as our instructor roster is growing. If you want to get your tailwheel endorsement, learn how to make better landings, and learn the fine art of finesse, contact us and get started soon.

HOW ARE YOUR RADIO COMMS?


If you pay attention to radio calls, on any day you can hear poorly worded, lengthy radio calls that waste valuable airtime. Talking before pressing the push to talk (PTT) button is extremely common these days and it can be heard almost anytime you go flying. Unfortunately, radio communications is one of the least emphasized portions of flight training. Too many students, instructors, and pro pilots alike are guilty of less than desirable radio communications.

Why don't we all strive to get better. There are many resources for learning proper radio comms. There are documents, books, videos, and even apps to help with this subject. Also, don't be a Parrot. Too often pilots learn by repeating what they hear on the radio. If you don't pick and choose which calls to emulate, then you end up parroting poor calls.

Check out my website, mikekloch.com, where I have an aviation radio Communications page (linked on the Comm Resources button). There are many resources there, including my PowerPoint presentation on nontowered comms. Check it out.



[Comm Resources](#)

 (541) 728-3620

 mike@fly-saw.com

 63120 Powell Butte Rd, Bend, OR 97701